What is claimed is:

1. A watercraft comprising:

a hull having port and starboard sides and a stern;

a deck supported by the hull;

a propulsion system mounted to at least one of the hull and the deck;

a helm connected to the deck and configured to control the direction of the watercraft;

a pole mounted to the deck;

a compensation device operatively connected to at least one of the deck and the hull;

a controller in communication with the compensation device; and

a sensor operatively connected to the pole and in communication with the controller,

the sensor being configured to sense a pulling force exerted on the pole and communicate a signal regarding the force to the controller,

the controller being configured to send a signal to the compensation device based on the signal from the sensor to reposition the watercraft.

2. The watercraft of claim 1, the compensation device including a starboard vane operatively connected to the starboard side of the hull and a port vane operatively connected to the port side of the hull, wherein the vanes are selectively movable in response to the signal from the controller.

3. The watercraft of claim 1, the compensation device including a starboard trim tab and a port trim tab operatively connected to the stern and in communication with the controller, wherein the trim tabs are selectively movable in response to the signal from the controller.

4. The watercraft of claim 1, the pole including an upper portion and a lower portion, the upper portion being rotatably mounted to the lower portion.

5. The watercraft of claim 1, at least a portion of the pole being rotatable about the longitudinal axis of the pole, the sensor being configured to sense a direction of the rotation of the portion of the pole and communicate a signal regarding the direction to the controller, the controller being configured to send a signal to the compensation device based on the signal from the sensor to reposition the watercraft.

6. The watercraft of claim 5, the compensation device including

a motor in communication with the controller;

a support operatively connected to the motor; and

a sliding mass disposed on the support,

the motor being configured to move the support upon receiving the signal from the controller such that the sliding mass moves to reposition the watercraft.

7. The watercraft of claim 5, further comprising

a starboard ballast tank disposed in the starboard side of the hull; and

a port ballast tank disposed in the port side of the hull;

the compensation system including

a starboard level sensor in fluid communication with the starboard ballast tank and in electrical communication with the controller;

a port level sensor in fluid communication with the port ballast tank and in electrical communication with the controller;

a valve in electrical communication with the controller and in fluid communication with the starboard ballast tank and the port ballast tank; and

a pump in electrical communication with the controller and in fluid communication with the valve,

the valve being configured to allow water to flow into and out of at least one of the tanks based on the signal from the controller.

8. The watercraft of claim 5, further comprising a nozzle operatively connected to the propulsion system, the compensation device including a motor operatively connected to the nozzle and in communication with the controller, the motor being configured to alter the orientation of an axis about which the nozzle rotates based on the signal from the controller.

9. The watercraft of claim 5, the sensor being configured to sense the direction of the rotation of the portion of the pole when the direction exceeds a predetermined value.

10. A watercraft comprising:

a hull having port and starboard sides and a stern;

a deck supported by the hull;

a propulsion system mounted to at least one of the hull and the deck;

a helm connected to the deck and configured to control the direction of the watercraft;

a pole mounted to the deck, at least a portion of the pole being rotatable about the longitudinal axis of the pole; and

a compensation device operatively connected to the pole,

the compensation device being actuated to reposition the watercraft when the portion of the pole rotates.

11. The watercraft of claim 10, the compensation device including a starboard trim tab pivotally mounted to the stern and operatively connected to the pole and a port trim tab pivotally mounted to the stern and operatively connected to the pole, such that when the portion of the pole rotates, the trim tabs move in opposite directions.

12. The watercraft of claim 10, the compensation device including a sliding weight system.

13. The watercraft of claim 12, the sliding weight system including a frame disposed perpendicular to a longitudinal centerline of the watercraft and a sliding weight that is supported by the frame and is operatively connected to the pole such that rotation of the portion of the pole causes the sliding weight to slide along the frame.

14. A method for compensating for a pulling force being exerted on a pole mounted on a watercraft comprising:

sensing a pulling force exerted on the watercraft; and

altering at least one performance parameter of the watercraft based on the sensed force.

15. The compensation method of claim 14, wherein the performance parameter is selected from the group consisting of speed, steering heading, rotation about a roll axis, rotation about a pitch axis, and rotation about a yaw axis.

16. The compensation method of claim 14, wherein altering at least one performance parameter includes moving at least one of a starboard vane operatively connected to the watercraft from one position to another position and a port vane operatively connected to the watercraft from one position to another position.

17. The compensation method of claim 14, wherein altering at least one performance parameter includes moving at least one of a starboard trim tab operatively connected to the watercraft from one position to another position and a port trim tab operatively connected to the watercraft from one position to another position.

18. The compensation method of claim 14, wherein sensing the pulling force includes sensing a direction of the pulling force.

19. The compensation method of claim 17, wherein altering at least one performance parameter includes altering the center of gravity of the watercraft.

20. The compensation method of claim 17 wherein altering at least one performance parameter includes adjusting at least one trim tab operatively connected to the watercraft based on the direction of the sensed force.

21. The compensation method of claim 17, wherein adjusting at least one trim tab includes moving a first trim tab from one position to another position and moving a second trim tab from one position to another position.

22. The compensation method of claim 17 further comprising sensing a steering angle of the watercraft, wherein altering at least one performance parameter includes adjusting the speed of the watercraft based on the direction of the sensed force and the steering heading of the watercraft.

23. The compensation method of claim 17 further comprising

sensing a current steering angle of the watercraft;

sensing a current steering nozzle position; and

sensing a current speed of the watercraft,

wherein altering at least one performance parameter includes adjusting the steering nozzle position based on the direction of the sensed force, the current speed of the watercraft, the current position of the nozzle, and the current steering angle of the watercraft.

24. The compensation method of claim 22, wherein adjusting the steering nozzle position includes altering an axis about which the steering nozzle rotates such that a downward thrust is generated.

25. A tow pole for a watercraft configured to connect to a tow rope, the tow pole comprising:

a shaft;

a tow rope receiving portion connected to the shaft; and

a sensor, the sensor being positioned to sense tension in the tow rope.

26. A tow pole for a watercraft comprising:

a shaft having at least a portion that is rotatable about the longitudinal axis of the shaft;

a tow rope receiving portion connected to the shaft; and

a sensor, the sensor being positioned to sense rotation of the rotatable portion of the shaft.

27. A watercraft comprising:

a hull having port and starboard sides and a stern;

a deck supported by the hull;

a straddle seat for an operator supported by the deck;

a grab handle connected to at least one of the seat and the deck;

a propulsion system mounted to at least one of the hull and the deck;

a helm including a handle bar connected to the deck and configured to control the direction of the watercraft;

a compensation device operatively connected to at least one of the deck and the hull;

a controller in communication with the compensation device; and

a sensor in communication with the controller,

the sensor being configured to sense a pulling force and communicate a signal regarding the force to the controller,

the controller being configured to send a signal to the compensation device based on the signal from the sensor to reposition the watercraft.

28. The watercraft of claim 27, the compensation device including

a motor in communication with the controller;

a support operatively connected to the motor; and

a sliding mass disposed on the support,

the motor being configured to move the support upon receiving the signal from the controller such that the sliding mass moves to reposition the watercraft.

29. The watercraft of claim 27, further comprising

a starboard ballast tank disposed in the starboard side of the hull; and

a port ballast tank disposed in the port side of the hull;

the compensation system including

a starboard level sensor in fluid communication with the starboard ballast tank and in electrical communication with the controller;

a port level sensor in fluid communication with the port ballast tank and in electrical communication with the controller;

a valve in electrical communication with the controller and in fluid communication with the starboard ballast tank and the port ballast tank; and

a pump in electrical communication with the controller and in fluid communication with the valve,

the valve being configured to allow water to flow into and out of at least one of the tanks based on the signal from the controller.

30. The watercraft of claim 27, further comprising a nozzle operatively connected to the propulsion system, the compensation device including a motor operatively connected to the nozzle and in communication with the controller, the motor being configured to alter the orientation of an axis about which the nozzle rotates based on the signal from the controller.

31. The watercraft of claim 27, the sensor being configured to sense the direction of the force when the direction exceeds a predetermined value.